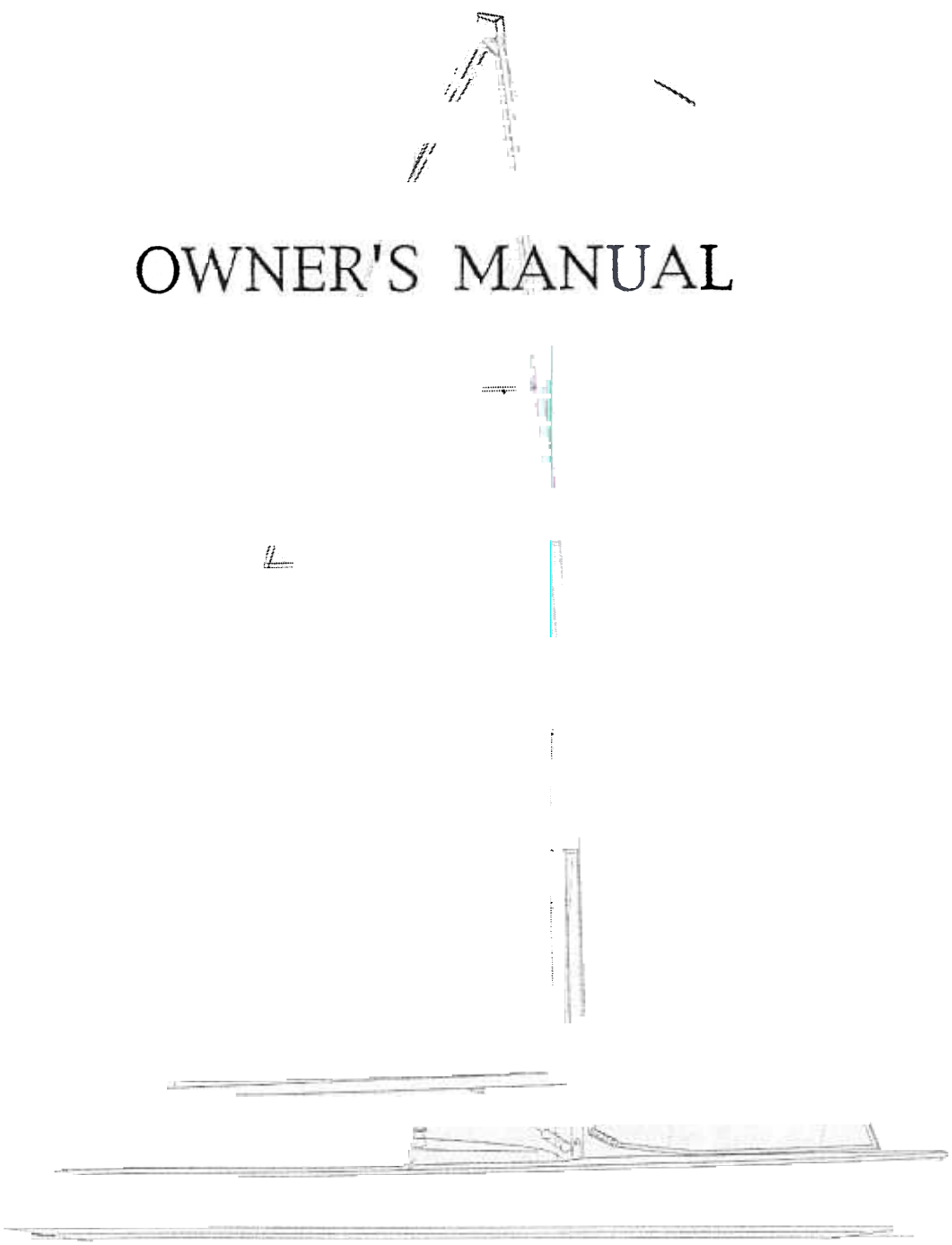
OWNER'S MANUAL



Dear Owner,

Welcome aboard your new 11:METRE One Design. We hope you will find this manual helpful and informative.

Your decision to own a 11:METRE One Design is a source of great satisfaction to us, and we are confident your new boat will provide the same satisfaction for you. By selecting an 11:METRE One Design, you have expressed confidence in us, and you can be certain that we have made, and will make, every effort to support your trust.

Every 11:METRE is manufactured of the finest materials available by dedicated professionals and craftsmen. It asks only that you treat it as one of the family, and it will return all you can ask of it and more. This manual is intended to guide you through your first few days of ownership, as well as to provide information on care and maintenance that should be of value over the life of the yacht.

Before getting underway, please take the time to familiarize yourself with the operations and functions of the various systems designed into your 11:METRE to ensure proper operation. In the event that additional information is needed, we suggest you consult your dealer.

Please accept our congratulations. Have fun and smooth sailing!

Sincerely yours,

International One Design Group

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INTRODUCTION SECTION 1

1.1 INTENT OF MANUAL

This manual is intended to acquaint you with the various features of your yacht and to provide information related to the care and upkeep of the yacht and its equipment. The manual does not necessarily cover equipment which you may add to the vessel. Manuals applicable to these items should be consulted for operation.

1.2 FORMAT OF MANUAL

The manual is divided into five basic sections:

Section 1, this section, contains a brief description of the contents and format of the manual, and the warranty. The warranty information included on the following page should be read carefully.

Section 2 of the manual covers the procedures that should be followed when commissioning the yacht. This section of the manual should also prove useful in subsequent recommissionings after periods of layup.

Section 3 highlights the suggested owner responsibilities. It does not in any way represent a training document.

Section 4 addresses options which may apply to your boat.

Section 5 is a suggested maintenance schedule.

1.3 WARRANTY

Your 11:METRE One Design has been carefully inspected and tested prior to shipment from the factory. Because of this attention to quality control, our warranty is one of the most effective in the industry. Your warranty is included at the rear of this section. Be sure to follow the instructions on filling out and forwarding. Your can rest assured that our policy towards your warranty will result in your satisfaction.

WARRANTY RESPONSIBILITY OF THE OWNER

Your prompt return of the warranty registration will help us ensure continued satisfaction. Your dealer will provide you with the required information and will cosign the warranty. Please return the manufacturer's copy within thirty (30) days after taking delivery of your new boat.

Your dealer will competently handle any service problems that may arise. It is essential that you contact him for all warranty matters. When it is necessary to contact us, please address your letters as follows, indicating your boat and hull number:

Precision Boat Works
1511 18 Avenue Drive East
Palmetto, FL 34221

WARRANTY POLICY

11:METRE ONE DESIGN

The 11:METRE One Design warranty policy is backed by:

International One Design Group AB
Osterlanggatan 14
S-111 31 Stockholm
Sweden

2. Warranty administration in the U.S. will be handled by:

Precision Boat Works
1511 18th Avenue Drive East
Palmetto, FL 34221
(813) 722-6601

3. Warranties will be reported through authorized 11:METRE dealers.

4 In the case of equipment installed on the 11:METRE supplied by other manufacturers, the individual manufacturer warranty shall apply. This includes, but is not limited to, such items as spars, standing rigging, running rigging, and deck hardware items.

All warranty repair items must be preapproved. Failure to do so may forfeit rights to full reimbursement.

5. International One Design Group, AB, is not liable for travel expenses and lost time incurred by the dealer (or dealer representative) to perform warranty work.

6. International One Design Group, AB, in conjunction with Precision Boat Works, may elect to have the boat returned to the dealer or factory.

7 International One Design Group, AB, does not warranty finishes, such as gel coat, varnishes, and paint.

International One Design Group, AB, warranties the basic hull and deck structure to be free from structural defects for a period of one (1) year.

9. International One Design Group, AB, warranties all other items for a period of one (1) year.

10. International One Design Group, AB, does not warranty equipment installed by the dealer, owner, or other third party.

11. In the case of vessel alteration, abuse, improper care and maintenance and/or neglect, International One Design Group, AB, may choose, at its discretion, not to warranty certain items.

12. International One Design Group, AB, shall not be liable to the purchaser for any injury, vessel damage, or loss however caused.

13. The effective commencement date of this warranty policy is coincident with the commissioning date. The warranty registration form must be returned within thirty (30) days of the commissioning date.

WARRANTY REGISTRATION FORM

Return to: Precision Boat Works
1511 18th Avenue Drive East
Palmetto, FL 34221

HIN #: PCW 33 _ _ _ _ _ _ _ _Date: _____

Dealer:_____ Owner: _____

_____ _____

_____ _____

_____ _____

I, the undersigned, have read and under
International One Design Group, as it applies t
acknowledge and accept the conditions of this

_____ _____
Dealer's Signature Owner's Signature

_____ _____
Date Date

COMMISSIONING SECTION 2

2.1 INTRODUCTION

The first commissioning of a yacht is essentially the start of the yacht's life, and the importance of proper commissioning procedures at this time cannot be overestimated. The commissioning procedure will be performed by authorized personnel and while no owner participation is required, it is highly recommended.

Complete lists of the pre-launch and post-launch checks employed during commissioning are provided in this section for those owners interested in understanding the commissioning procedure, as well as for future use in any recommissionings that may be required after periods of wet or dry storage. The lists assume performance by persons cognizant of the procedures that are required and do not attempt to provide step-by-step instructions.

The factory installed equipment and items of owner responsibility that require attention during commissioning are included in the list. These items are marked with an asterisk (*).

2.1.1 RECOMMENDED TOOL AND EQUIPMENT LIST

Tools
Screwdrivers Assorted Phillips and Standard
Pliers - Slip Joint
Pliers - Needle Nose
Pliers - Linesman
Ballpeen Hammer
Socket Wrench Set
Machinists File
Rigging Knife
Razor (Utility) Knife
Caulking Gun
Hex Wrenches - Assorted
Hex Wrench - 5/8"

Equipment
Rigging Tape
Sandpaper
Hardwood Block
Silicone One Tube
Rags
Solvent

Spares
Miscellaneous Nuts
Bolts
Cotter Pins in Various Sizes

KEEL INSTALLATION

The 11:METRE is shipped to your dealer with the keel not installed. The installation is a very simple procedure. The FRP encassed keel weights 1,600 lbs. (725 kg) and the hull (without rig) weighs approximately 1,800 lbs. (820 kg). The basic procedure is as follows.

a) Position and support the keel on the trailer or cradle.The keel must be braced laterally and fore and aft.

b) Remove protective sleeves from the keel bolts.

c) Suspend the boat over the keel with the bolts aligned to the predrilled holes in the hull bottom.

d) Slowly lower the boat to test fit the keel without any bedding compound. Tighten the nuts.

e) Mark any areas on the keel that need further grinding. Normally this should not be necessary as the keels are test fitted to a jig at the factory.

f) Make sure that the keel is perpendicular to the waterline. This is easily done by measuring along the hull, P&S, to establish a datum point. Then measure from this point to equally placed datum points on the keel.

g) Once all is fitted, wipe the areas with solvent, sand the gelcoat on both hull and keel. Solvent wipe again.

h) Cover both the hull recess and keel top and sides with bedding compound such as Sika Flex or 3M 5200.

i) Lower the boat fully onto the keel. Install the backup plates and nuts. The nuts should be torqued as follows:

5/8" - 70 ft.-lbs.
1/2" - 38 ft.-lbs.

j) Clean the excess and smooth the joint.

k) Retorque the keel bolts after 48 hours.

) Please reference the class rules for permissible alterations to the keel.

RUDDER INSTALLATION

The 11:METRE is supplied without the rudder installed. Installing the rudder is a very simple operation.

a) First check the rudder for fairness and finish. Refer to the One Design rules for permissible alterations to the rudder. Final fairing is best done at this time.

b) Slip the rudder stock through the lower bearing, taking care to insure that the shaft is aligned with the upper bearing.

c) Continue to insert the rudder through the top bearing. At this point the rudder stock is through the cockpit sole.

d) Slip the thrust washer over the stock and let it rest on the upper bearing holder flange.

e) Slide the split bronze rudder stock head all the way down until it meets the washer. Align the rudder to centerline. The split in the rudder stock head should be pointed forward and aligned with the boat centerline.

f) Tighten the bolt which squeezes the fitting.

g) Tighten the set screws which further prevent the fitting rotating on the stock.

h) Place the tiller head over the stock head fitting. Insert and tighten the bolt and nut.

i) Lower the tiller until it rests on the vertical adjustment screw in the top of the stock head fitting

j) If the tiller angle needs changing, simply adjust the screw.

CAUTION: NEVER USE ANY TYPE OF OIL OR GREASE TO LUBRICATE THE RUDDER BEARINGS.

2.4 FITTING THE SPARS

2.4.1 PREPARATION

All of the spar components should be assembled in a clean, dry area. The mast should be blocked up from the ground and supported at the ends and one intermediate point. The mainsail track should be up. The standing rigging should be segregated by type (i.e., upper shrouds, intermediate shrouds, etc.).

2.4.1.1 HALYARD INSTALLATION

a) The mast is provided with messengers for the halyards. These are light lines used to pull the halyards through the mast.

b) The general procedure is to untie the upper end of one messenger, securly tape it to the appropriate halyard, and slowly pull the messenger until the halyard exits the spar. This is best accomplished with two people - one to feed the halyard and one to pull the messenger.

c) The halyards are labeled and should include:

Main Halyard
Jib Halyard
Spinnaker Halyard
Pole Lift

d) The main halyard is rove over the aft sheave in the mast head.

e) The spinnaker halyard is lead over the forward sheave in the mast head.

f) The jib halyard is led over the sheave in the forward face of the spar. immediately below the attachment point of the forestay.

g The pole lift is rove over the sheave. midway on the forward side.

2.4.1.2 SPREADER INSTALLATION

a) Knot the halyard tails on the main. jib and spinnaker halyards. Knot the pole lift tail.

b Pull the halyards and pole lift shackles down and secure them to the upper spinnaker pole ring.

c) Tension the halyards by knotting them at the rope exit. Coil the halyards and securly tie off to the lower portion of the mast.

d) Preassemble the spreader bar to one spreader. This applies to both the upper and lower spreader assemblies.

e) Insert the spreader bars through the slots as shown. The spreaders angle aft and up. Insure that the halyards lie on the aft side of both the upper and lower spreader bars.

f) Slide the opposing spreader over the bar and insert the Install the lock nuts. File any sharp burrs.

g) Install the fabricated jumper strut assembly. The jumpers angle forward. Use the fasteners and pretapped holes. Use 'Never Seize' or similar on the fasteners.

2.4.1.3 STANDING RIGGING INSTALLATION

a) All of the side shrouds utilize 'T' terminals at the upper end. To assemble hold the terminal at 90 degrees to the backing plate. Insert the head of the terminal, turn 90 degrees and pull down. See Diagram.

b) Insert the backing plate plugs into each of the side shroud backing plates. FAILURE TO DO THIS COULD RESULT IN INCORRECT TERMINAL SEATING. THIS MAY CAUSE THE RIG TO FAIL.

c Install the upper and intermediate shrouds in this manner.

d) Lead the shrouds over the spreader tips. The upper shroud should be led over the forward slot of both upper and lower spreaders. The intermediate shroud should be led over the aft slot of the lower spreader.

e) The shrouds should now be seized to the spreader tip. See Diagram. FAILURE TO DO THIS COULD RESULT IN SHROUD UNSEATING AND SUBSEQUENT RIG FAILURE.

f) Replicate the same operations in a) on the running backstays and check stays. Remove and replace the stainless cover plate for installation.

g) Install the headstay at the hound fitting by inserting the clevis pin through the fork fitting. Insert the cotter pin, spread the pin 5 degrees and silicone the tip.

h) Install the backstay eye in the mast head crane via a similar procedure.

i) Lead the backstay between the running backstays.

j) Install the jumper wires. Use the 'T' Terminal technique on the upper end. Lead the wire through the jumper strut tip. The lower end is secured to the tang fitting located above the upper spreader slot.

k) The jumper wire turnbuckles should be set two turns past hand tight. Sight the mast to insure equal tension on the jumpers, adjust as required. Pin the rigging screws with the cotter pins facing the mast. Tape or silicone the cotter pin tips.

l Pull all standing rigging taut and tape or tie off at lower end of the mast.

2.4.1.4 RAISING THE MAST

The mast can be installed with the boat either on land or in water. Raising the mast is best accomplished with three people. The usual assortment of tools is needed. However, no specialty tools are required. Additionally, you will use the spinnaker pole, spinnaker sheet, spinnaker turning blocks and a winch handle.

<u>WHEN RAISING OR LOWERING THE MAST, INSURE THAT YOU ARE CLEAR OF ELECTRICAL WIRES. FAILURE TO DO SO MAY RESULT IN SERIOUS HARM OR DEATH.</u>

a First, place the mast on the boat, but do not secure in the tabernacle. You will need some padding and blocking to prevent damage to the deck gelcoat.

b Uncoil the jib halyard tail and lead it through the lower turning block on the starboard side of the mast tabernacle. Then lead the tail to the starboard outboard sheet stopper.

c Shackle the spinnaker turning block to the starboard aft mooring loop eyelet. Shackle the ratchet spinnaker turning block to the starboard eyestrap at the forward end of the handrail. Shackle the other spinnaker turning block to the forward port mooring loop.

d) Lead the spinnaker sheet through the three blocks, through the handrail tube, stopper and ratchet block, then to the starboard cabin top winch. Three clockwise turns are required around the winch, then over the self tailer foot and through the self tailer jaws.

e Rig the spinnaker sheet to the closed loop on the underside of the outboard spinnaker pole fitting. See Photo.

f) Shackle the jib halyard to the spinnaker sheet shackle as shown. See Photo.

g) Rig the main backstay. The backstay wire is shackled to the starboard pad eye on the vertical face of the transom opening. Pass it through the block on the end of the backstay wire to the tackle system.

h) Locate one of the tabernacle pivot pins.

i) Remove the intermediate shrouds and headstay from their secure position on the mast.

j) Fully extend the turnbuckles on the intermediate shrouds. Pin the turnbuckle clevis pins to the aft chainplate hole. Note that the cotter pin should be on the inside of the chainplate.

k) Move the mast back into position and align the upper sleeved mast hole with the upper tabernacle hole. A large screwdriver helps in this operation. Additionally, one person will need to hold the spar up to avoid damage to the deck. Alternatively set up a tall sawhorse.

l) Insert the tabernacle pin and pin it. Lubricate pins with non-water soluble lubricant prior to insertion.

m) Attach the spinnaker pole to the lower spinnaker ring. Tension the jib halyard until the pole is perpendicular to the mast. Tension the spinnaker sheet. Lock off the spinnaker sheet stopper. One person will need to hold the spinnaker pole from swinging sideways. See the photo illustrating the set up.

n) Start to grind the winch to raise the mast. The aft person can walk forward holding the mast to ease the load. The forward person should only be concerned with keeping the spinnaker pole in line and making sure that the intermediate shroud turnbuckle toggles are in line with the chainplate. See Photo.

o) Keep raising the mast until it is vertical. The mast is temporarily stable. **DO NOT RELEASE THE SPINNAKER HALYARD.**

p Once the mast is raised, insert and pin, the lower tabernacle pin (don't forget to lubricate). Attach the forestay.

q) Loosen the ties securing the standing rigging. Attach the upper and lower shrouds. You may now disassemble the spinnaker pole rig.

r) Preassemble the backstay tackle system. The upper block is a non-swiveling block. The lower block is shackled to the padeye on the aft port cockpit face. Lead the line forward to the 2:1 purchase then lead the other line thru the console blocks to the cam cleats.

2.4.1.5 TUNING THE RIG

The rigging needs to be tensioned before sailing. The objective is to properly support the mast before going sailing. We recommend the following procedure.

a) The forestay turnbuckle rigging screws should be adjusted to the mid point position.

b) The backstay should be lightly tensioned - only enough to the mast stable.

c) Adjust the main halyard and tension to the point where it can just be stretched to a common point on the chainplate P&S. The objective is to align the mast head to the center of the boat. Adjust the upper shrouds until, with equal pressure on the halyard, it stretches to the same point on the chainplates P&S.

d) Now, by counting the turns on the turnbuckle, equally adjust the turnbuckles to tension the upper shrouds. Adjustment should be done with open end wrenches. DO NOT USE ANY MANNER OR DEVICE TO INCREASE LEVERAGE - GALLING OF THE THREADS COULD OCCUR, RESULTING IN A SEIZED TURNBUCKLE.

e) Equally tension the intermediate shrouds hand tight.

f) Equally tension the lower shrouds hand tight.

g) Sight up the mainsail track to check for straightness. Adjust intermediate and lower shrouds until the mast is straight.

h) Now further tension the upper and lower shrouds equally. If a Loos tension meter is available, set the shrouds to the following tensions.

Uppers	32
Lowers	35

i) Check again for straightness per (g).

j) Lastly, tension the intermediate shrouds one turn past tight.

k) The rig is now pretuned.

l) Tie a light line between the turnbuckle bodies to prevent turning during trials.

2.4.1.6 INSTALLING THE BOOM

a) Attach the forward end of the boom to the gooseneck fitting on the mast.

b) Rig the main halyard to the outboard end of the boom, in order to raise it.

2.4.1.7 RIGGING THE RUNNING RIGGING

The running rigging components are individually labeled and should consist of the following:

a)	Main Halyard	1 Each
b)	Jib Halyard	1 Each
c)	Spinnaker Halyard	1 Each
d)	Topping Lift	1 Each
e)	Running Backstays	2 Each
f)	Shock Cord, Running Backstay	1 Each
g)	Check Stay Line	2 Each
h)	Main Sheet	1 Each
i)	Traveler Control Lines	2 Each
j)	Backstay Line	1 Each
k)	Jib Sheet	1 Each
l)	Jib Traveler Control (2 Parts)	1 Each
m)	Boom Vang Wire	1 Each
n)	Boom Vang Rope	1 Each
o)	Foreguy	1 Each
p)	Spinnaker Sheets	2 Each
q)	Dock Lines	2 Each
r)	Cunningham (2 Parts)	1 Each
s)	Spinnaker Twing Lines	2 Each

Please refer to the Diagram _____ for definition of cleats and stoppers on top of cabin trunk.

a) The running backstay wire is shackled to the eye splice in the running backstay rope. The rope is lead to the large fixed block on the aft cockpit face. From there it is lead to the small bullet block under the console, through the deck blocks, then to the sheet stopper and finally to the winch.

b) The shock cord goes through the very small block on the main backstay. It is secured to the port and starboard checkstay twist shackles. This must be done before raising the mast.

c) The checkstay tackle is rigged between its blocks. The fiddle block with jam cleat is at the upper end and is pinned to the backstay wire. The lower block is then shackled to the fork fitting pin in the running backstay, using the twist shackle. Twist shackle should face inboard.

d) Rig the traveler control lines in a 3:1 purchase port and starboard. This is done by knotting the end after it is passed through the rolled tube on the car. Then to the fixed end block, back to the sheave on the car and then through the cam cleat.

e) Lead the bitter end of the jib sheet through the traveler block, forward to the deck mounted block aft of the stemhead, then aft through the port side handrail, through the deck mounted block at the aft end, to the block on the cabin top and to the outboard port sheet stopper.

f) The jib traveler control is a two part system. It consists of a single line from the car, through the mast grommets and then to a tackle system. Tie a bowline to the car and lead the bitter

end through the mast. See diagram below. The tackle is led to the port swivel bullseye.

g) The boom vang is a 2:1 tackle which then goes to a 6:1 tackle. This yields a 12:1 total purchase. The wire portion of the boom vang and the triple block with becket are shackled to the vang plate on the aft face of the mast. The wire is led through the wire sheave block on the boom and then to the triple block (without becket). The line is rove through the blocks and then aft to the starboard swivel cleat with bullseye. Be careful not to cross the lines in the tackle system. See photo.

h The 2:1 cunningham tackle is dead ended to the small upper aft hole in the starboard ear of the mast tabernacle. The 'S' hook on the standing end of the system hooks into a grommet or 'D' ring in the mainsail luff. The line is led aft to the starboard cam cleat.

i) The main sheet is a 6:1 tackle system. Shackle the fiddle block with becket to the traveler car. Shackle the rachet block to the swivel base. Shackle the fiddle block without becket to the forward boom bail. The single block is on the aft bail. See diagram for reeving instructions.

j) The spinnaker pole foreguy is a 2:1 system. The line is dead ended with a bow shackle on the hole in the upper forward corner of the starboard tabernacle ear. The line is then passed through the single block with snap shackle, through the mast grommet holes and aft to the cam cleat located between the two swivel cams with bullseyes. When rigging the foreguy, the block is shackled to the lower pole bridle ring.

k) The spinnaker sheets are rigged as outlined in the section on raising the mast (Section 2.4.1.3). The exception is that the line is also led through the twing blocks port and starboard. The twing lines are rigged by simply passing the bitter end through the midship outboard bullseye and then to the cam cleat.

Rigging the Halyards

The 3 halyards and single pole lift can be uncoiled and led as follows:

a) The pole lift is led from its mast exit slot to the lower port turning block on the tabernacle. Then it leads aft to the port cam cleat.

b) The main halyard is led from its mast exit slot to the upper port turning block on the tabernacle. It is then led through the inboard port sheet stopper and to the winch.

c) The jib halyard is led from its mast exit slot to the lower starboard turning block on the tabernacle. It is then lead to the outboard starboard sheet stopper.

d) The spinnaker halyard is lead from its mast exit to the upper starboard turning block on the mast tabernacle then to the starboard inboard sheet stopper.

This completes the running rigging installation. Please note that the halyard tails are stowed in the cabin. The companionway hatch board is designed to allow clearance for the ropes.

2.5 PRELAUNCH CHECKS

HULL INSPECTION

Check topsides, decks, and all interior spaces for cleanliness and proper finish. Make certain that all foreign matter has been removed from the bilge areas, and check the following specific items:

Rudder operational.

*Anti-fouling bottom paint appl

_____ Rudder and keel trailing edges faired per class rules, if so desired.

2.5.2 BEFORE MAST IS STEPPED

WARNING: Move your boat to a position that is clear of overhead wires or obstructions. Electrocution may result from contact with any overhead wires.

See the details in Section 2.5.2 for spar and rigging preparation.

Check the following items:

_____ Shrouds, stays, spreaders, ins* and properly secured to mast.

_____ *Masthead lights and mast-mounted instrument units operational, if equipped.

_____ *VHF antenna installed, if equi

_____ All chafe points on mast proper

EQUIPMENT ON BOARD

Check the following items:

Winch handles.

*Ground tackle.

*Dock lines and fenders.

*Safety equipment:

PFD's (life preservers)
Throwable horseshoe or ring buoy
Horn
Ship's bell
Emergency signals (flares, etc.)
Fire extinguishers
Other equipment as required in your area.

*Medical kit.

*Spare parts and tool kit.

2.6 POSTLAUNCH CHECKS

2.6.1 INTERIOR INSPECTION

Make an overall inspection of the hull interior. Check bilge areas for evidence of any leaks near keel bolts or transducers and then make the following specific checks:

Check through-hull tranducer

2.6.2 ELECTRICAL INSPECTION

Make the following checks of the electrical system if equipped:

Check the 12-volt supply at the electrical panel.

_____ Make an operational check of all DC circuits connected to the electrical panel.

2.6.3 RIGGING THE SAILS

Check the following after mast is in pla

_____ All standing rigging complete and in place, dockside tuning completed.

All cotter pins in place and taped

Running rigging in place.

*Sails hoisted to check fit.

2.7 LAUNCH PROCEDURES

The 11:METRE One Design may be launched either by a conventional marine lift or by a fixed hoist or crane. The crane must have a minimum capacity of two tons. Float launching is impractical due to the draft of the boat.

When crane launching, use the following procedure.

a) Attach the single short bridle hook to the eye on the keel bolt.

b) Attach the two long bridle lines to the aft port and starboard mooring loops. The line must be attached to the heavy guage portion of the fitting. The aft lines are necessary because the boat with mast is stern heavy with respect to the center pick up. This situation is accentuated without the mast in place.

c) Pull the boom to the side of the boat.

d) Pull the running backstays forward to clear the hoist.

e) Attach bow and stern lines.

f) Review prelaunch checklist in Section 2.6.

g) Take light tension on the hoist.

h) Release trailer tie downs.

i) Double check that all is clear and then lift boat sufficient amount to clear trailer.

j) Clear trailer and lower the boat to the water.

The reverse of this procedure should be used on haul out.

2.8 RIG TUNING UNDERWAY

With the jib and main set, under moderate wind conditions, sail to windward on one tack. Sight up the mast to check for straightness. The mast should not bend to leeward or to windward. If the need for adjustment is indicated, make the proper adjustment to the upper, lower, and intermediate shrouds while observing the following rules.

If a take-up adjustment is indicated, go on the opposite tack so that the shroud is more easily adjusted.

Always tack in both directions to ensure straightness of the mast.

If at all possible, avoid adjusting the upper shrouds since this will affect the mast perpendicularity.

2.8.1 WEATHER HELM

The rake of the mast will affect the amount of "weather helm". Weather helm increases as the mast is raked aft and decreases as the rake is reduced. Final adjustments to rake should provide a slight weather helm in moderate wind conditions.

2.9 RIG MAINTENANCE

2.9.1 RIGGING AND LINES

Clean wire rope, swage fittings, and toggles with fresh water and, if desired, a water soluble detergent. Use a stiff brush or nylon scrubbing pads. Do not use steel wool or cleansers containing chlorine.

When storing shrouds, stays, or halyards, wash with fresh water, dry with a clean cloth, and store in a dry location away from chemicals, oil, or other contaminants. Avoid crushing, kinking, or coiling too tightly.

Synthetic rope will deteriorate with prolonged exposure to salt and sun. Rinsing with fresh water is beneficial. An occassional soaking in warm soapy water is also advisable. Rinse and dry thoroughly before stowing.

A regular on-going check should be made on all standing and running rigging with emphasis on the following:

_____ Evidence of fraying, chafing, kinking, or other signs of wear.

_____ Cotter pins secure and taped.

_____ Evidence of stress or cracking around swaged terminals.

CAUTION: Do not wrap wire rope with tape, plastic, or other adhesive material. Such a covering can exclude oxygen needed to maintain a passive surface on the wire. This can advance corrosive or deteriorating action.

OWNER RESPONSIBILITIES SECTION 3

3.1 INTRODUCTION

For maximum enjoyment of your 11:METER One Design, due regard must be given to proper safety and maintenance procedures. The following is a partial list of items that are the responsibility of the owner:

a) Insure that your boat is operated according to the U.S. Coast Guard Regulations as outlined in the "Federal Requirements for Recreational Boats" or other regulatory agencies in the country of operation.

b) Prepare yourself for any situation before going out on the water. Follow the instructions provided in the sections of this owner's manual, and all applicable U.S. Coast Guard and other regulations.

c) If you are not an experienced sailor, you should attend an accredited sailing school.

d) Before leaving the dock, be sure that all your equipment is in working order, that you are aware of the weather conditions, and that someone ashore is familiar with your destination or afloat plan.

3.2 MANDITORY COAST GUARD SAFETY EQUIPMENT

Many safety items are required for compliance with the U.S. Coast Guard regulations. Note that these regulations are subject to change. It is the owner's responsibility to be cognizant of current regulations as outlined in the "Federal Requirements for Recreational Boats." Additional copies may be obtained by writing the Consumer Affairs Staff, U.S. Coast Guard Headquarters, Washington, DC 20953, or by calling (202) 472-2384.

Depending on the length, passenger capacity, and operating conditions, your boat must be equipped according to the current U.S.C.G. regulations. Be sure that you operate your boat with the necessary PFD's (life preservers), fire extinguishers, signaling devices, distress signals, navigation lights, etc., as referred to in the "Federal Requirements for Recreational Boats."

RECOMMENDED SAFETY EQUIPMENT

Preparation is the key to safety on the water. As a minimum guide, we recommend that you outfit your boat with the following equipment:

Updated nautical charts of your intended cruising area.

Boat hook.

Large waterproof flashlight with spare batteries.

Four fenders.

Bilge pump.

3.3.1 MEDICAL KIT

Every yacht should carry a first aid manual and a medical kit tailored to the specific needs and capabilities of the owner. Any ship's store should carry a standard type medical kit.

3.3.2 TOOL KIT

A basic kit should consist of:

Wrenches - adjustable, open end, box, socket

Hammers - large and small

with marlinspike

Screwdrivers - large and small, standard and phillips

regular, cutting and needle nose, vise grips

Wire cutter - capable of cutting standing rigging

Hacksaw - with spare blades

3.3.3 SPARE PARTS

A basic kit should consist of:

_____ Standing rigging repair materials such as cotter pins, turnbuckles, stainless wire, clevis pins.

_____ Running rigging and sail repair material such as blocks, extra line, duct tape.

Assortment of stainless steel screws, nuts, bolts, and washers.

Electrical tape, wire, crimp on lugs.

Lubricating supplies - WD-40, silicone grease.

Chafe tape - white vinyl.

YACHT SYSTEMS - OPTIONAL SECTION 4

4.1 INTRODUCTION

Your 11:METRE One Design may be equipped with certain options. In general, manufacturers instructions pertaining to specialized equipment should be reviewed.

4.2 ELECTRICAL PACKAGE

The electrical package is designed to power your running lights, if equipped.

4.2.1 GENERAL DESCRIPTION

A single battery 12-volt DC electrical system has been installed on your 11:METRE One Design. A switch panel supplies the yacht's electrical loads. The electrical circuit is shown in the schematic in Figure _____. All 11:METRE One Designs are prewired at the factory.

BATTERY

With proper care, the battery will provide long and satisfactory service. Proper care is not difficult if a few basic points are remembered.

4.2.2.1 DISCHARGED STATE

Leaving a battery in a discharged state for any length of time can result in a permanent loss of capacity. Doing so in cold weather can destry the battery since it will freeze at relatively low temperatures. At the end of each season remove your battery, charge it, and store it in a warm place (not on a cement floor). Be sure that the battery is fully charged before reinstalling it in the spring.

4.2.2.2 CLEAN CONNECTIONS

Keep battery connections clean and tight. A cup full of strong baking soda solution and a toothbrush will clean corrosion from the terminals and neutralize any spilled acid (do not allow any of the solution to enter the battery cells). A coating of petroleum jelly on the battery terminals will inhibit corrosion.

4.3 GALLEY

The galley is designed as a self contained unit. It provides the necessary rudimentary cooking facilities for limited cruising.

GENERAL DESCRIPTION

The galley is equipped with a single burner, self contained gas stove. Replacement gas can be purchased at most department stores with an outdoor department. Follow manufacturers instructions for use and care.

WATER SYSTEM

The water system is manual. Water is pumped into the sink from the jerry can with the hand pump. The sink water is dumped overboard. The water should be replaced frequently to insure freshness.

4.4 LIFELINE AND PULPITS

Lifelines and pulpits are all available options. For care of the stainless refer to Section 5.3. The lifelines should be adjusted until taut. The turnbuckle should be pinned and tapped.

4.5 TRAILER

Refer to trailer manufacturers instructions for care and maintenance.

4.6 CRADLE

The cradle is a coated steel folding cradle. Refreshing the paint and oiling the moving connections is all that is required.

MOTOR MOUNT

See Section 5.3 for maintenance of aluminum.

OUTBOARD MOTOR

An outboard motor is an individual choice. A 4.5 HP motor is perfectly adequate for most situations. A 25" shaft is recommended. Refer to manufacturers instructions.

PORTABLE TOILET

Refer to supplied instructions.

MAINTENANCE SUMMARY SECTION 5

5.1 INTRODUCTION

This section of the manual consists of a summary of the maintenance required for the hull, deck and interior.

GELCOAT SURFACES

A fresh water hose-down of deck and topsides at every opportunity, plus an occasional washing with soap and water will help preserve the gelcoat surfaces. Use a sponge or a soft brush on the smooth surfaces, and a stiff brush on the non-skid areas. Rinse thoroughly with fresh water to avoid streaking.

CAUTION: Do not use abrasive cleaners for cleaning. It will rapidly dull the gelcoat surface.

At least once a year, the smooth gelcoat surfaces should be cleaned thoroughly, washed, and polished. Acetone can be used for cleaning stubborn areas. Abrasive cleaners should be used sparingly, if at all. Use a wax especially formulated for fiberglass surfaces.

CAUTION: Never use acetone on any plastic parts. Avoid using too much acetone or from puddling the acetone on gelcoated areas that have come in contact with acetone should be wiped off and rinsed immediately with fresh water.

CAUTION: Acetone is highly flammable, vapors can accumulate in closed space. Vapors are heavier than air. This can cause a fire resulting in personal injury. Always heed the warning labels on acetone containers.

5.3 STAINLESS STEEL AND ALUMINUM

As our environment is changing, it has become increasingly important to protect metal surfaces exposed to the atmosphere. We recommend cleaning stainless steel and aluminum with a metal polish (i.e., non-abrasive) and coating with wax three (3) times per year. Particular attention should be given to welded connections.

BELOW THE WATER LINE

With the exception of small craft that are removed from the water after each use, all vessels require some form of bottom protection to avoid the accumulation of bottom growth. The class rules also require bottom paint. This usually needs to be done on a yearly basis. Although fresh water areas do not generate as much fouling as occurs in salt water, it nevertheless will cause growth of moss, grass, and other flora that will significantly affect the performance of the yacht.

CAUTION: Always wear the appropriate protective equipment when cleaning, sanding, painting, etc. Always heed manufacturers recommendations, failure to do so may result in injury or illness.

5.4.1 BOTTOM CLEANING

Cleaning the accumulated growth from a boat bottom is far easier when the growth is wet than after it has been allowed to dry out. While still wet, a power spray and stiff brush will remove most bottom growth. Barnacles that resist this action can be removed with a scraper.

BOTTOM PREPARATION

Most bottom paints require removal of all loose material from the bottom, and a thorough but light sanding of any portions of the old paint that remains in good condition. A proper sanding procedure will normally take off approximately the same amount of old paint as it's intended to be reapplied. This avoids excessive paint accumulation that will eventually cause peeling and roughness on the bottom.

5.4.3 BOTTOM PAINTING

The actual formula of the bottom paint that should be applied is, to a great extent, determined by the general area in which the yacht is expected to operate (fresh or salt water, temperate or tropical areas, etc.). Local advice from reputable yards is helpful. Application of bottom paint should always conform to the manufacturer's instructions if maximum effect is to be achieved. Some bottom paints recommend thinning, others do not. Some specify that the boat be returned to the water before the paint has completely dried out (usually 3 or 4 days) and others make no qualifications in this area, but may have other requirements.

CAUTION: Some bottom paint formulas are not compatible with others and cannot be applied directly over one another without proper preparation. The owner should keep a record of the type bottom paint that is in use to avoid any problems in this area.

5.5 HARDWARE

Deck hardware can easily be maintained by thoroughly flushing with freshwater. This is true for both fresh and saltwater environments. Suspended silt in freshwater and salt in seawater will reduce the performance of bearings, blocks stoppers, etc. Winches should be maintained in accordance with the winch manufacturers procedures. Loose deck hardware should always be stored below to prevent UV degredation and theft.

HAUL OUT PROCEDURE

Basically reverse the steps in the launch procedure. Thoroughly wash and clean the bottom.

If the boat is to be derigged, reverse the steps in all procedures in Sections 2.4 and 2.5.

AFTER HAULING - EXTENDED STOI

Wash topsides, deck, and all other exterior fiberglass surfaces. Wax all except the non-skid surfaces.

Remove all sails; follow sailmaker's instructions in regard to cleaning, and store in a dry place.

Remove all sheets and lines, clean, and store in a dry place.

If the mast has been removed from the yacht, remove all stays and shrouds from the mast. Wash the entire stay or shroud assembly, using freshwater and a stiff brush, dry thoroughly, and coil into large non-kinking coils. Store the coils in a dry place. Wash and wax all spars, coil halyards into non-kinking coils, and secure them to the mast. Store the mast outside with adequate support along its length.

If mast is to remain stepped, remove boom, clean, and store as described before; clean shroud/stay end fittings, toggles, etc. using freshwater and a stiff brush apply a light coating of silicone grease, paying particular attention to the end fittings where they connect to the stays and shrouds.

Clean and lubricate all deck hardware that contain moveable parts. Follow manufacturer's instructions on winches.

Remove all gear such as books, documents, bedding, PFD's, anything moveable that is subject to rust, corrosion, or mildew.

Remove all electronic gear that may require servicing during the winter.

Remove fire extinguishers for weighing, checking, and any necessary recharging.

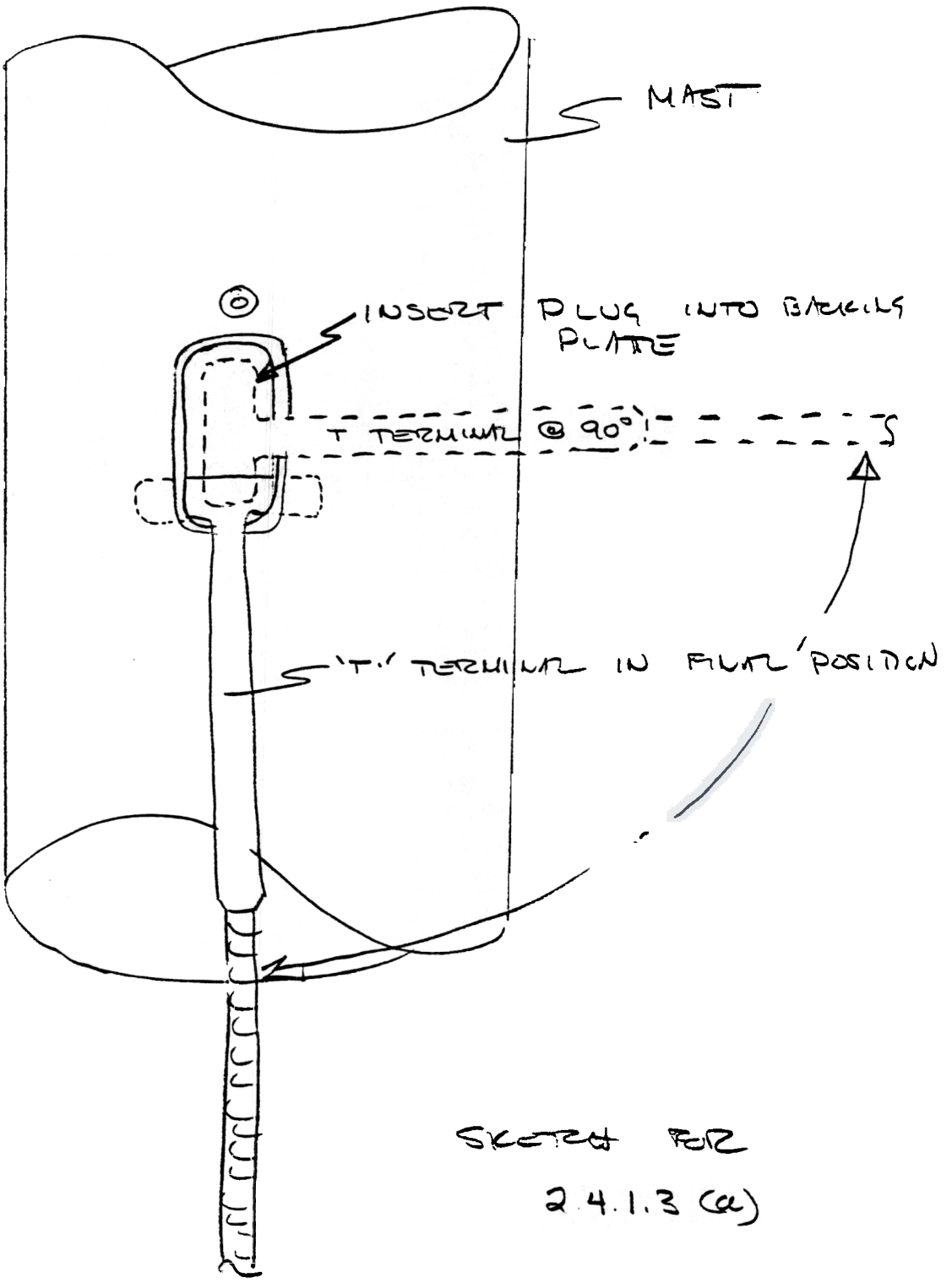
If security is likely to be a problem, remove easily stolen items such as compasses and radio transmitters; store in a safe place.

If cushions are left aboard, place on edge to encourage ventilation.

If the boat is to be covered, ensure that the cover is installed in such a way as to provide adequate ventilation, and that the cover is not permitted to chafe against portions of the hull.

If the boat is not to be covered, ensure that mechanisms such as winches are provided with adequate covers.

If the mast is to remain stepped, snub all shrouds and halyards to minimize noise and wear.



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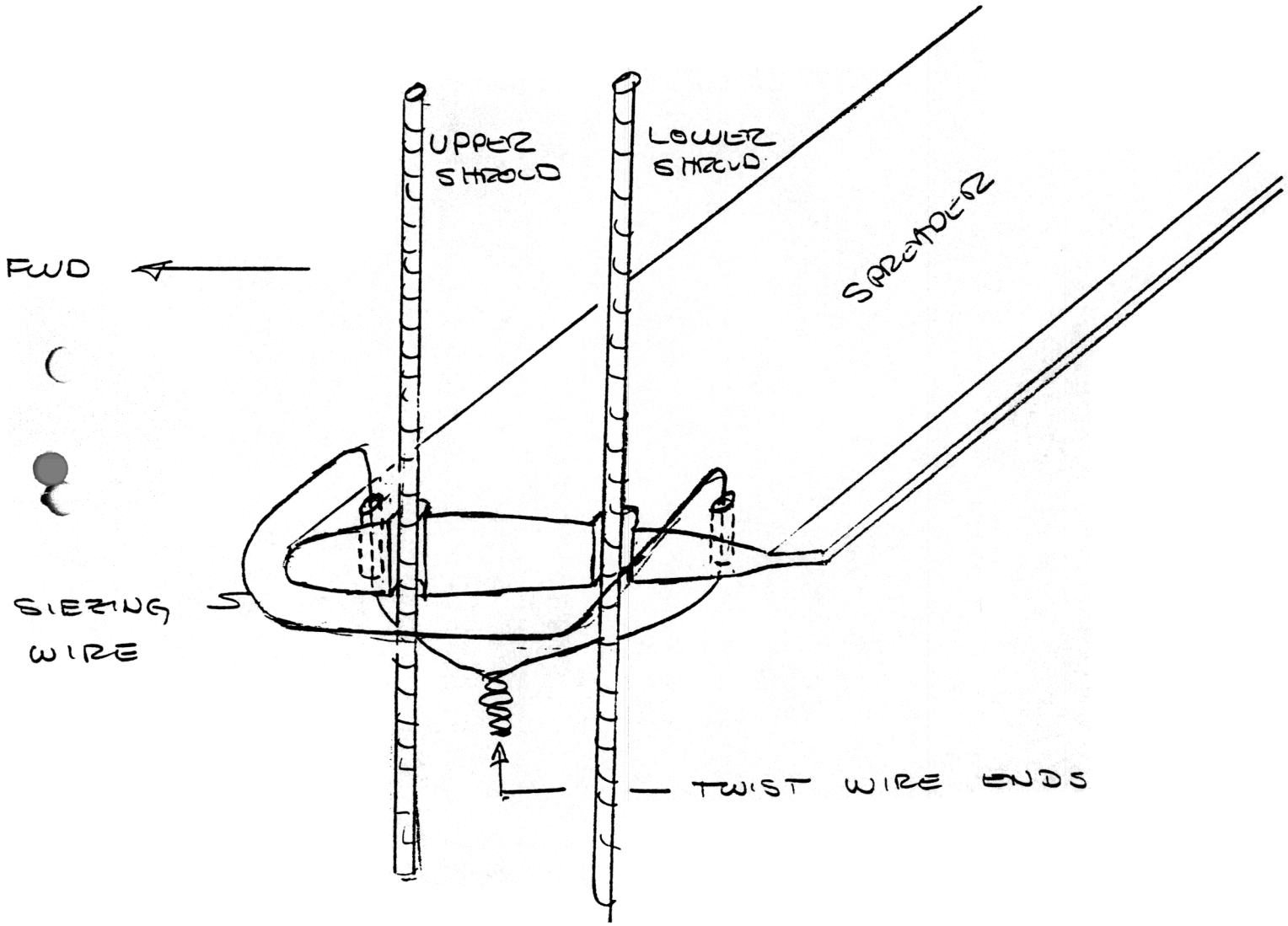


① PUT UPPER & LOWER SHROUDS IN SPREADER TIP RECEIVERS

② PLACE SIZING WIRE OUTBOARD OF SHROUDS & THRU SMALL HOLES IN SPREADER TIP

③ TWIST WIRE TOGETHER ON UNDERSIDE OF SPREADER UNTIL WIRE TIGHTLY SECURES WIRES IN THE TIP

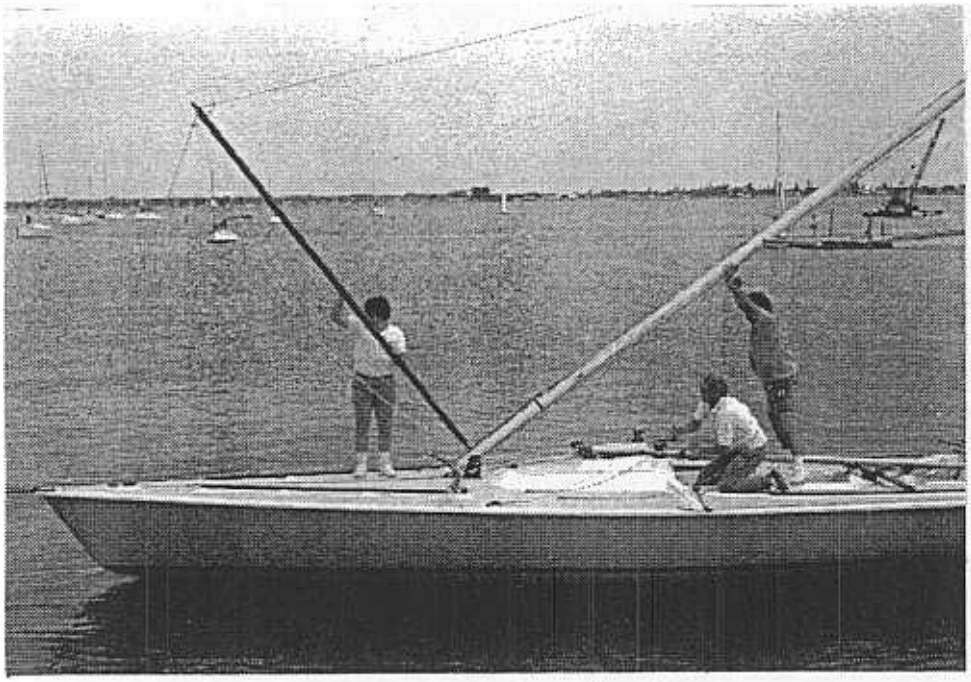
④ CLIP OFF EXCESS, BEND TWISTED END AGAINST SPREADER & TAPE OVER.

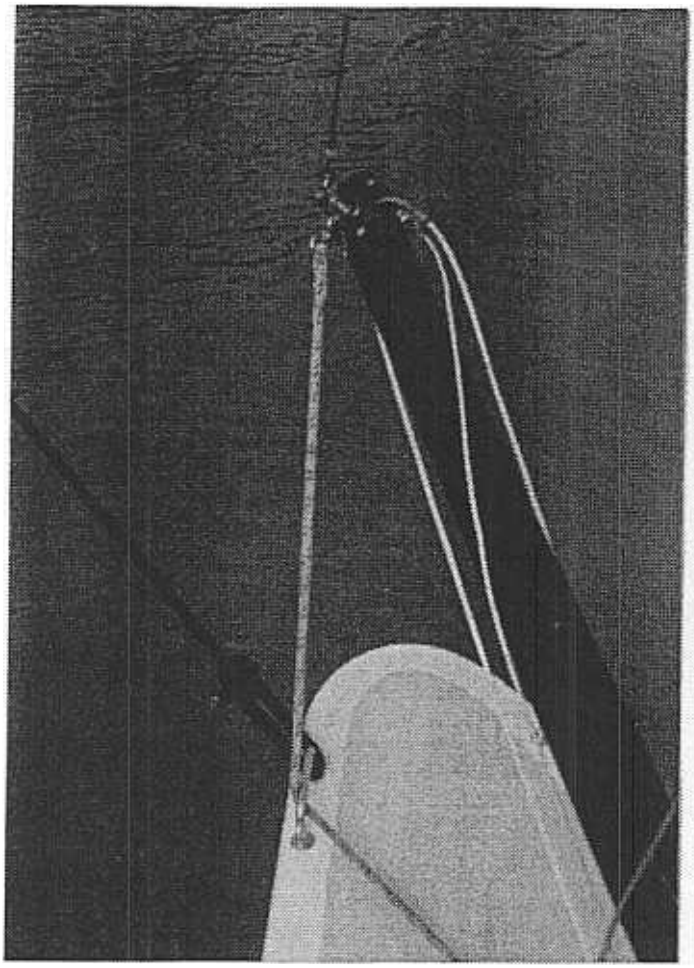
SKETCH FOR
2.4.1.3 (e)

RAISING

THE MAST

2.4.1.4. m





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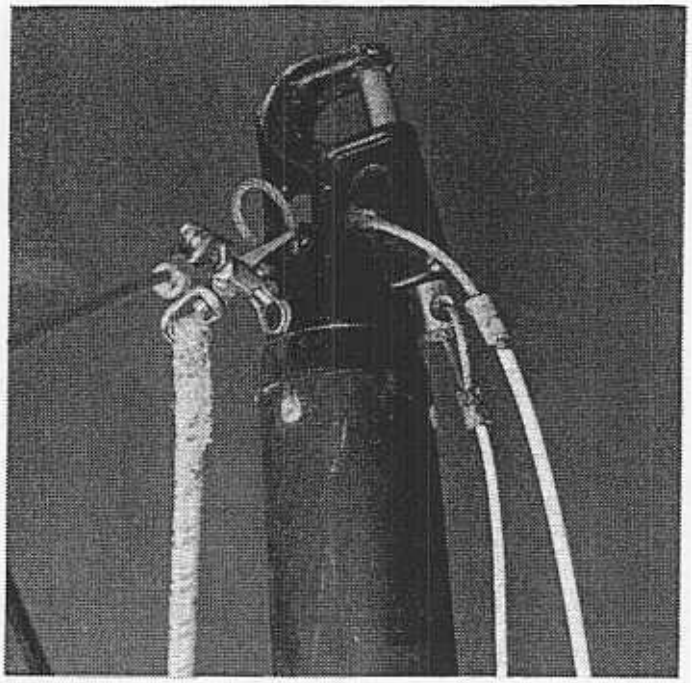
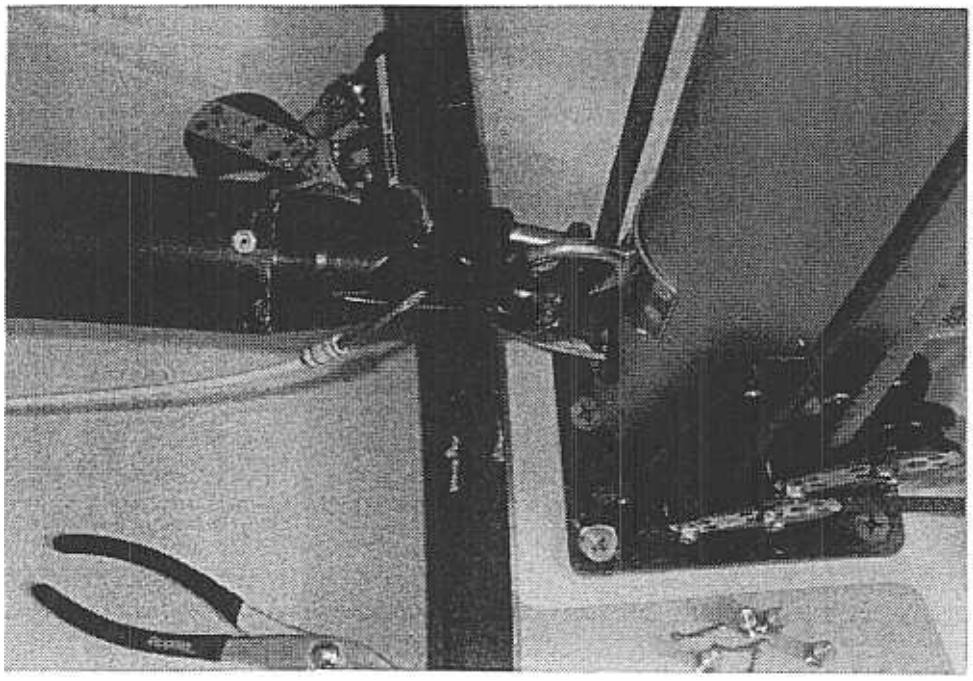


2.4.1.4. e and f



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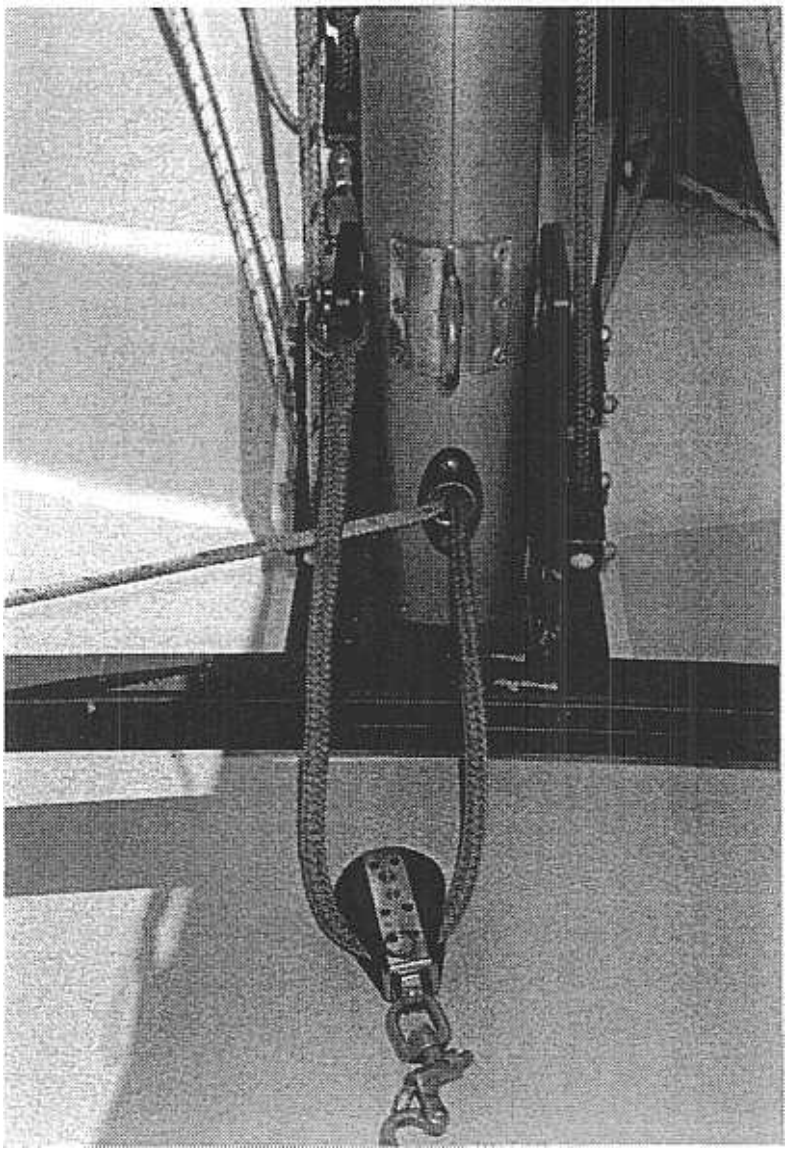
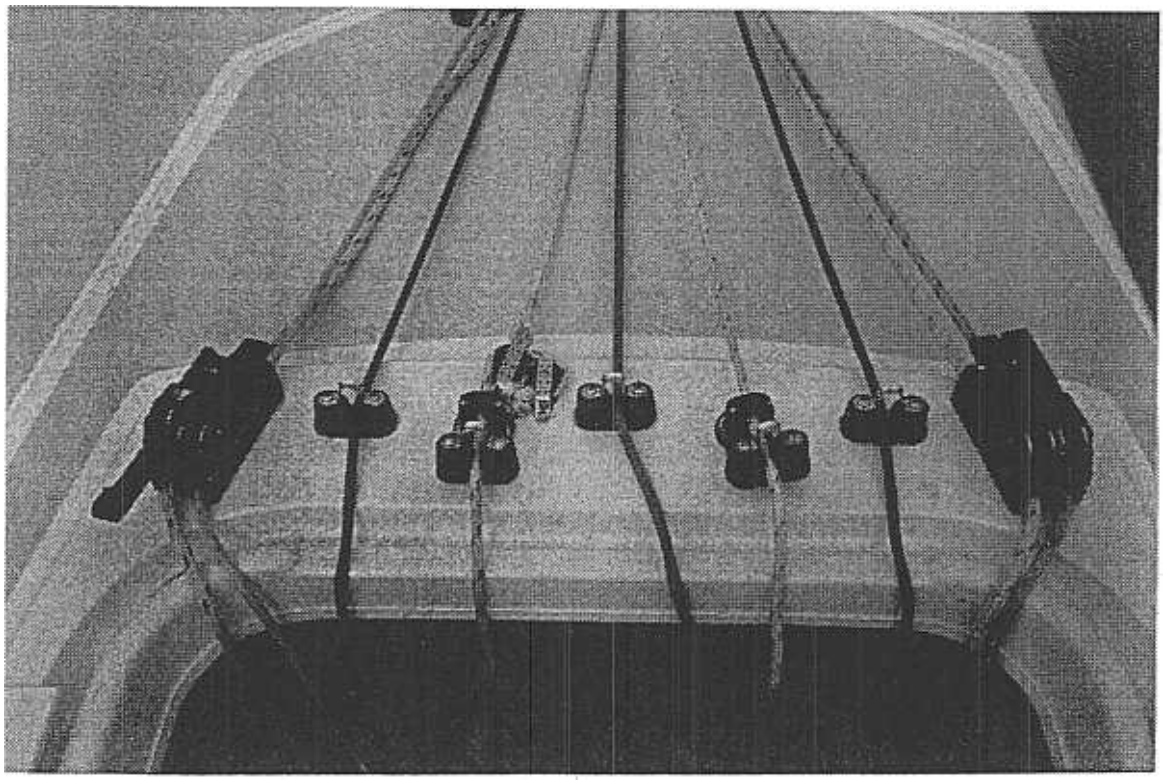


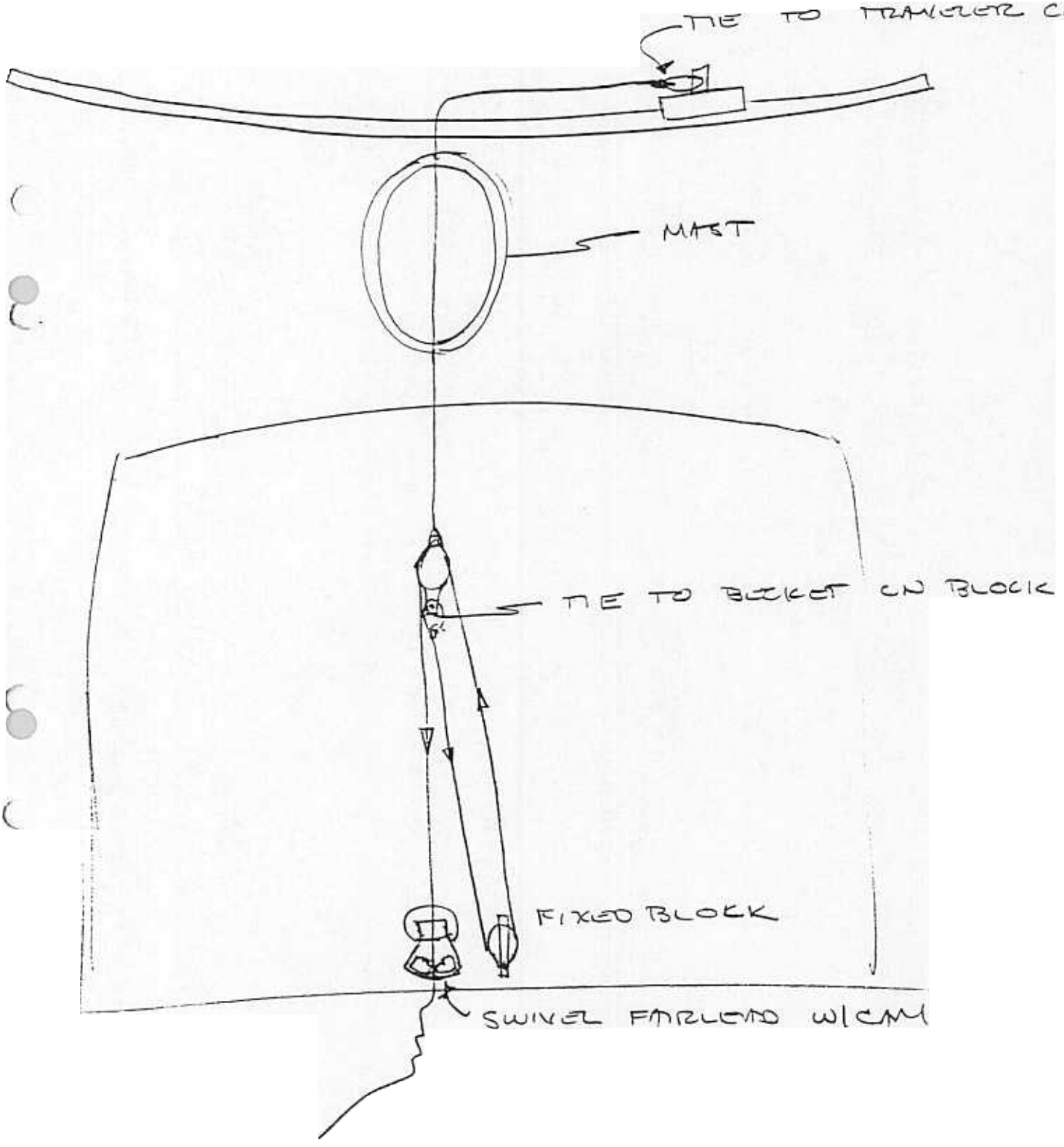
2.4.1.7

2.4.1.7.

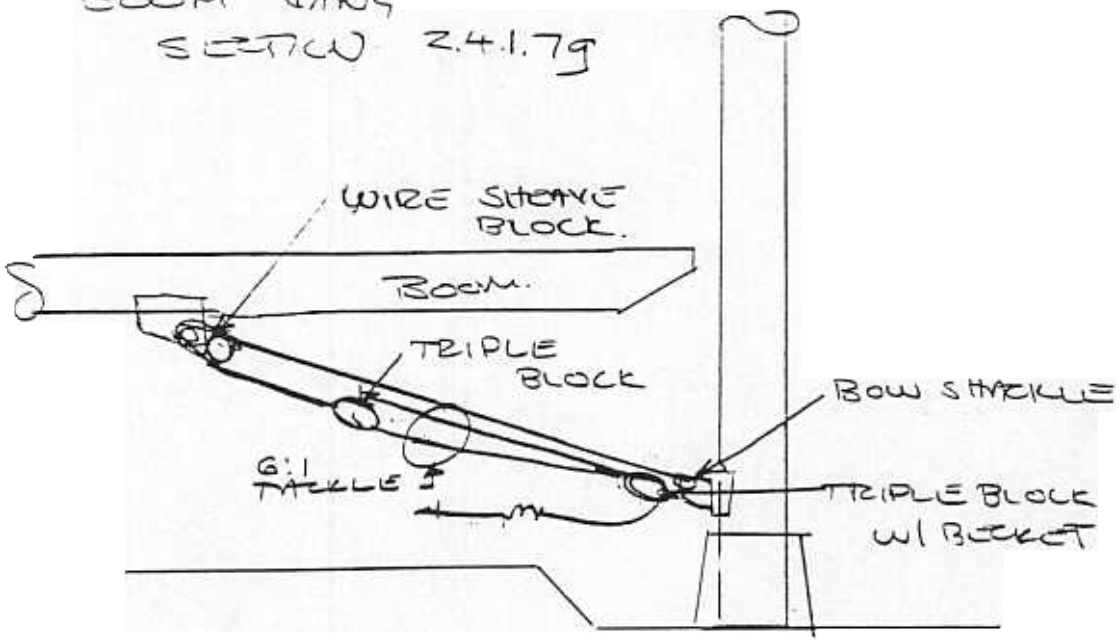


SKETCH FOR 2417

SKETCH FOR 2.4.1.7(f)



BOOM VANG
SECTION 2.4.1.7g



TACKLE SYSTEM REEVING

① TIE READ TO BECKET ON BLOCK ON MAST

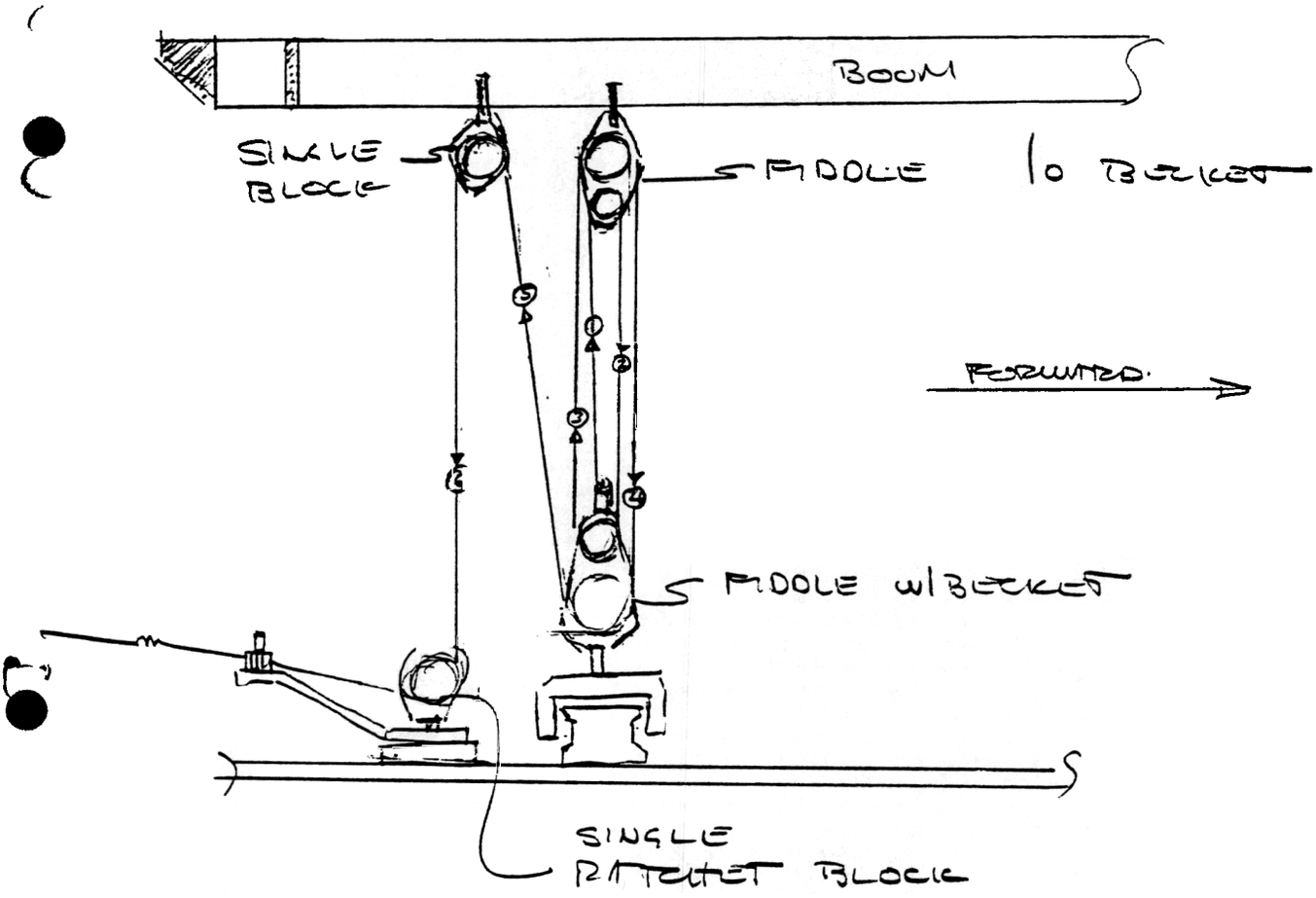
② LEAD TO UNDERSIDE OF THE PORT (OUTBOARD) SHEAVE ON THE UPPER BLOCK

③ LEAD TO THE UPPER SIDE OF THE LOWER BLOCK

④ REPEAT 2 & 3 WORK ~~IT~~ TO STARBOARD

SKETCH FOR SECTION
2.41.7 i

MAIN STREET ROLLING



SILVA Direction

DIGITAL KOMPASS • DIGITAL COMPASS
DIGITALER KOMPASS • COMPAS DIGITAL

Monterings & Bruksanvisning
Installation & Operating description
Installation & Bedienungsanweisung
Description d'installation et d'utilisé

SILVA SWEDEN AB, Kuskvägen 4, S-191 62 Sollentuna, SCHWEDEN